

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

29 August 1954

1. The Botevgrad - Mezdra (N 43-09, E 23-43) road is macadamized, has an average width of five meters, and is in rather good condition. This road runs through hilly country. Its bridges and culverts are in masonry. 25X1
2. The Mezdra - Vratsa road has the same characteristics as the road listed in Para. 1 above, but runs through flatter country. Its bridges are in masonry and are strong. 25X1
3. The Vratsa - Mikhaylovgrad road also has the same characteristics as the two roads listed above and runs through flat country. Its condition is good over the first 20 kilometers and poor over the remaining 25 kilometers. It has very strong, concrete bridges except in the village of Lipen (N 43-24, E 23-24) where there is a temporary breamed wood bridge. 25X1
4. The Sofia - Kurilo (N 42-50, E 23-21) - Svoge (N 42-58, E 23-21) - Mezdra road is macadamized, is five meters wide and is in good condition. Although it is a II Class road, the Sofia - Mezdra road is well constructed and its route is well-traced so that it is certainly as good as some I Class roads. Its bridges are in concrete and very solid. Tunnels through rock are well cleared. The facing in cement of the last tunnel on this road is being completed. At a point two kilometers before Mezdra work is in progress on realigning the road so as to avoid climbing the Iskŭr River valley as far as the road to Botevgrad (N 42-54, E 23-48). Henceforth the road will remain in the Iskŭr River valley as far as the masonry and concrete bridge before Mezdra.
5. The sketch included as an Appendix on page 2 shows the realignment of the Sofia - Mezdra road, near Mezdra.

7 September 1954

6. On Main Highway No. 5, there are many wooden bridges over narrow and shallow gaps, before and after Zlatitsa (N 42-43, E 24-10).

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#")

25X1

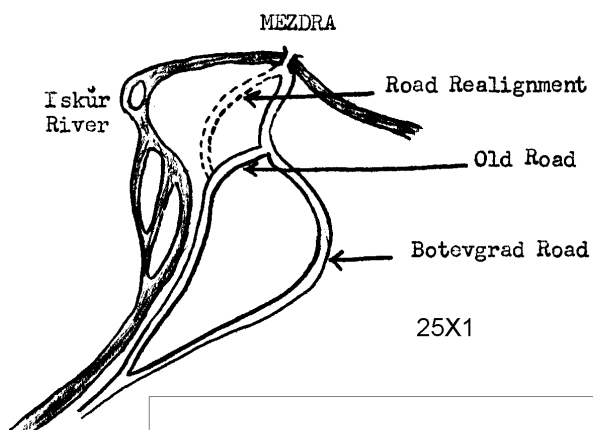
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7. The section of the I Class Road No. 13 from Kurnare (N 42-42, E 24-37) to Troyan crosses the Yablanitsa (N 43-02, E 24-06) - Sevlievo road. From Kurnare to the hill there is a good paved road five meters wide, of modern construction; however there are some potholes in the road. The bridges are of masonry and concrete. From the hill to Troyan the road narrows to 4-4.5 meters and is in poorer condition.
8. Most of the bridges on the road are of stone and concrete construction, but just outside and within the city of Troyan there are two wooden bridges with a 20-ton capacity. After Troyan the road is five meters wide and in good condition.
9. The II Class Road No. 63 from Pravets (N 42-53, E 23-55) to Etropole (N 42-50, E 24-00) is paved, is four meters wide, runs on level ground, and is in good condition. From Etropole to the hill at Zlatitsa this road narrows to 3-3.5 meters, is in very bad condition, is on rough ground, and has steep slopes. Piles of stones located along most of the roadside would appear to indicate that road repair work is imminent. A relatively heavy traffic of trucks loading wood along the entire valley causes considerable difficulty and delays. For the most part, bridges and culverts are of wood. From the hill to Zlatitsa the same characteristics are present, but the road is in better condition.

APPENDIXRealignment of the Botevgrad - Mezdra Road

Scale 1:100,000



25X1

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